

PANAMA CANAL
REVIEW

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BALBOA HEIGHTS, CANAL ZONE, OCTOBER 5, 1956

5 cents

CONSTRUCTION, MAINTENANCE, REPLACEMENT WORK FOR THIS FISCAL YEAR TOTALS OVER \$12,000,000

In Case Of Fire



FIRE EXTINGUISHERS, and how they work, prove an enthralling subject to these very young Zonians at Diablo Heights kindergarten. Their instructor is Sgt. J. R. Olsen of the Balboa Fire District, assisted by "Sparky" the fire dog. Sparky is camera-conscious and "mugs" whenever a photographer appears, just as he is doing here. Talks to school children, when requested by their teachers, and open house at Canal Zone fire stations will be part of the observance of Fire Prevention Week, October 8-13.

Employment Openings Should Be Available On Various Projects

An expenditure of over \$12,000,000 for new construction, engineering projects, and rehabilitation or replacement of facilities has been authorized for this fiscal year by the Panama Canal Company.

This figure does not include approximately \$340,000 to be spent on street and sewer work, and other substantial sums for normal maintenance work of a varying nature.

Over 200 separate projects ranging in cost from less than \$100 to almost \$4,000,000 have been listed by the Engineering and Construction Bureau on this year's work list. The largest single program will be the power conversion project for which almost three-fourths of the total authorized expenditure has been budgeted. Much of the money to be spent in this program will be actually expended after the close of this fiscal year although contracts for the work are to be awarded this year.

The major construction and improvement program is expected to counteract to some extent the substantial force reduction which is scheduled in the Canal force at the end of this year. Also, most of the outdoor construction and rehabilitation projects will be started at the beginning of the coming dry season which will provide many employment opportunities at the time the reduction takes place.

Most of the work to be done during the fiscal year will be performed by contract. Both new construction and rehabilitation jobs are scheduled in most of the Canal Zone communities and should prove attractive to both large and small contractors.

The largest single job listed is the Canal Locks conversion to 60-cycle current. The authorized expenditure for this exceeds \$3,800,000. It is planned to invite proposals in December and open bids next March.

Another major power job is the Pacific area conversion work, for which \$2,000,000 is authorized. The same general schedule for the invitation and award of contracts is planned. Other power conversion projects scheduled this year and the amounts authorized are: Madden hydroelectric plant conversion, \$700,000; Summit substation, \$300,000; replacement of pumps, switchgear, and starters at the Mount Hope pump station, \$128,900; remote control and relay system, \$600,000; and the

United Fund Drive Planning In Hands Of Newly Appointed Governor's Council

Plans for the establishment of a United Fund Drive in the Canal Zone, to replace the more than half dozen campaigns conducted here annually, are now being worked out by a community-wide committee headed by the Canal Zone's Lieutenant Governor, Col. H. W. Schull, Jr.

This committee is to have charge of all "voluntary giver" campaigns in the Canal organization. At the same time it will implement policies announced recently by the White House for charitable and welfare drives conducted within government agencies.

Known as the Governor's Council for Voluntary Giving, it is made up of representatives of the community, labor, and the Administration. Its members are the presidents of the eight Canal Zone civic councils, the heads of the two major labor groups, the Personnel Director, the Administrative Assistant to the Governor, the Public Information Officer, and the Assistant Comptroller.

The group held its first meeting September 12 at Balboa Heights; it is scheduled to meet again October 9 with Gov. W. E. Potter attending this meeting.

The policies to be followed in working plans for a United Fund drive—and in conducting this year's Community Chest

campaign, within the Company-Government organization—which will serve as a sort of "dress rehearsal"—were established recently by the White House.

Several weeks ago President Eisenhower announced his approval of a new government-wide policy, based on "true voluntary giving," for collection of contributions to recognized health and welfare organizations by Federal civilian and military personnel.

There are three basic principles in the government-wide policy, (See page 15)

"We who work in the government want to assume our full citizen's share of voluntary support of the many worthwhile private health and welfare organizations.

"True voluntary giving is based on the personal desire of an individual to make a private donation to a specific agency for a purpose with which he is familiar and which he wants to support.

"The new program will make available to everyone in the government the opportunity to give his full measure of support to these efforts."

DWIGHT D. EISENHOWER

Getting Acquainted



TEA PARTIES WERE the order of the afternoon last month for a large number of Canal Zone women from both sides of the Isthmus. They were guests at the first two of a series of "get acquainted" teas to be given by Mrs. W. E. Potter in the roomy old Governor's House at Balboa Heights. Above is a group at the first tea, gathered around the attractive tea-table.

Insurance Companies Invited To Submit Proposals For Broad Medical Group Plan

Several insurance firms have been invited to submit proposals on a broad hospital and medical service group insurance plan which would give adequate coverage to Canal employees and their families.

The plan was developed by a committee appointed last year to investigate the possibilities of group health insurance for employees of the Canal organization. One of the first steps of the committee, headed by F. G. Dunsmoor, Administrative Assistant to the Governor, was to submit a questionnaire to all employees in an attempt to develop a unified plan which might be applicable to all groups.

The plan was developed from proposals made by the various firms, based on data obtained from the questionnaires.

Grouped By Salaries

As proposed in the plan, which must be quoted on by October 15, the insurance coverage would be offered to six groups, dependent upon the annual salaries. These salary groups would be: Up to \$1,290; \$3,050; \$5,400; \$6,600; \$9,300; and over \$9,300, which are the same as those in the existing medical tariff.

The same general benefits would be provided for employees in all groups except in the two lower salary groups where no provision is made for medical or hospital expenses away from the Isthmus.

Both hospitalization and medical service benefits would be based on charges as provided in the Canal Zone medical tariff, when the service is rendered on the Isthmus. These rates would be applicable even though the service was not rendered at one of the Canal Zone Government hospitals. These rates cover hospitalization up to 70 days, miscellaneous hospital fees, surgical, and maternity charges.

Under the plan, Employee A makes \$1,290 a year and pays \$1.50 a day at Gorgas Hospital, while employee B makes \$6,600 a year and pays \$4.75 at Gorgas. The insurance coverage would be at \$1.50 a day for Employee A, and \$4.75 for Employee B for a maximum hospitalization

of 70 days. This same sliding scale, based on the medical service coverage, would be used for other medical service coverage. These benefits would be the same in Panama or the Canal Zone.

Off-Isthmus Coverage

The benefits for hospital or medical services off the Isthmus for the four groups of employees in the higher brackets would be uniform for all groups. These would be \$12 a day for a maximum of 70 days of hospitalization; \$75 for miscellaneous hospital fees; \$250 for surgical services; and \$75 in maternity benefits.

In addition to these benefits, the insurance companies were also asked to give quotations on major medical benefits in excess of the basic coverage which would range in steps of \$1,000 each, from \$1,000 to \$6,000 for the six groups. The major medical benefit plan would be applicable whether service was rendered on the Isthmus or elsewhere.

It is contemplated that if a satisfactory rate can be provided that payments can be made through payroll deduction.

The coverage requested under the plan submitted to the four firms would be based on family rates with coverage for unmarried dependent children up to 19 years of age. Children attending school off the Isthmus would also be covered by the plan.

Group Participation

The companies were asked to base their proposals on participation by 50 percent of U. S. citizen employees, or 1,500 employees, or whichever of these two is lower; and on a no-limit basis for non-U. S. citizen employees.

A contract for the group insurance plan would be for a one-year period, but it would be dependent upon the stated minimum participation by at least half of U. S.-rate employees, or a minimum of 1,500 of this group.

An announcement of the most favorable rates offered will be made to employees later this month after the four companies have submitted their proposals.

New York Publisher Named Director Of Canal Company

The appointment to the Board of Directors of the Panama Canal Company of Ogden R. Reid, President of New York Herald Tribune, Inc., and "Herald Tribune" editor since 1955, was announced last month. Mr. Reid succeeds T. H. Maenner of Omaha, who recently resigned.

Born in New York City, Mr. Reid is a graduate of Yale and a veteran of World War II. He is the co-author of two books: "How Strong Is America; The Score On National Defense," and "The Threat of Red Sabotage." Now only 31 years old, he is the youngest member of the Panama Canal Company's Board.

Canal Will Provide Control Point Groups For Jackpot Exercise

Participation of one complete Control Point advance echelon of approximately 250 members of the Canal Zone Civil Defense Corps is being planned for each of two field training exercises to be held this month on both sides of the Isthmus.

The training exercises are phases of the Armed Forces three-part Jackpot V exercises in which the Canal organization has been invited to take an active part. The Jackpot exercises have been held for the past few years and consist of annual training in disaster control procedures.

The participation by the Canal Zone Civil Defense organization will provide the first opportunity for actual field work under simulated disaster conditions.

The Pacific side exercises in which the Civil Defense forces will be committed will be held October 17, while the Atlantic side Jackpot V exercises are scheduled for October 30.

Participating personnel will be considered on official duty and will be excused from their normal duties without leave charges.

In preparation for the exercises, 72 employees have been appointed by the Personnel Bureau to take a 12-hour course in first-aid training. This group will be one of several to be selected by the Personnel Bureau from the various Canal units to complete the task force required for the two exercises.

Each of the two Control Point advance echelons to be supplied by the Canal Zone Government Civil Defense organization will consist of several teams trained to handle various phases of disaster control and relief work.

Among these will be a Police team, first-aid teams, litterbearers, four monitoring teams, a refugee-marshaling team, a communications repair team, a decontamination team, and 18 chauffeurs. In addition to these, the Health Bureau will supply a professional team of doctors and nurses to head the casualty collecting station.

During the Pacific side exercise the Main Control Center in the Administration Building basement will be manned and the Administrative Branch will provide the necessary personnel. The Alternate Main Control Center will function on the day of the Atlantic side exercises.

Reduced Rate For Employees To Haiti Among Revisions In Panama Line Fares

Several important changes, of benefit to many employees, were made by revisions in the schedules of passenger fares on the Panama Line which became effective late last month. Principal among these are the following:

The granting of employee-rates between Cristobal and Haiti;

A ruling that families and dependents may travel at reduced rates separately from the employee, subject to the same limitations as employees;

A change in the definition of an employee dependent; and

An increase in the discount for steamship fares from 15 percent to 25 percent for dependents who do not qualify as family members entitled to employee rates.

Until the recent revision in the fares, employees were required to pay full commercial rates for travel between the Isthmus and Haiti. The change means a reduction from \$140 to \$35, minimum fare, for an employee who takes a short vacation in Haiti. However, travel time for vacation trips to Haiti may not be granted.

The change in the rule requiring employee dependents to travel with the employee or head of the family to obtain

reduced fares was changed after a clarification was received recently from the Comptroller General regarding separate travel on free home leave travel orders.

Under the new regulations, an employee's family or dependent may take a vacation in the United States and travel at reduced fares on the Panama Line even though the employee or head of the family is unable to go. Such travel, however, is limited to only one trip in 12 months but it would not affect the rights of the employee and his family to home leave travel.

The change in the definition of "dependent" as applied for reduced fare on the steamship line will affect relatively few employees. The new definition means a person, other than one included in the definition of family, who resides with an employee and receives more than 50 percent support from the employee.

The change in the discount for dependents who do not qualify as members of employee families will mean a savings of \$30 to \$35 a round trip on minimum fares, for these individuals.

Other changes in the schedule of passenger fares for the Panama Line were in the nature of revisions to clarify meanings and none other materially affects employees generally.

Leaving Soon



GILBERT H. FUREY, who has been closely connected with the production of THE PANAMA CANAL REVIEW since it was started, will watch his last issue go to press this month. He is retiring October 31 as Printer for the Panama Canal Company, after almost 39 years of government service here and in Washington. Mrs. Furey is already in the United States and he will leave early next month to join her. They plan to live in California for the time being.

They Also Served



Behind every team of surgeons is what hospitals call their "supporting team"—those who staff the operating rooms, give the anesthetics, do the laboratory work.

This is the Gorgas Hospital supporting team which went into action last month when President Anastasio Somoza of Nicaragua was brought to the Canal Zone for emergency surgery following an attempt on his life.

Three of the group—Mrs. Louise F. Lear and Mrs. Esther Swift, at the far right; and Joffre Sauvageau, the only man in the group—made a speedy round trip to Nicaragua, before doctors reached a decision to bring the injured president to the Canal Zone.

Mrs. Lear and Mrs. Swift are laboratory technicians. Mr. Sauvageau is a nurse-anesthetist.

The others on the team went to work when President Somoza entered Gorgas Hospital.

Griselda H. de Fonsenca, far left, is an anesthetist, and was on duty in the operating room during the long operation.

Dr. Grace Stuart, Chief of Anesthesia (not shown here), was in the operating room for the entire surgery.

Mabel Sneider, fourth from the left, is chief operating-room nurse. She is flanked by her assistants, Katherine Talierecio, on her right, and Clara Zapponi.

Governor To Attend Directors' Meeting, Hearing On Budget

Governor Potter is to leave next Tuesday to attend the quarterly meeting of the Board of Directors of the Panama Canal Company and to appear before the Bureau of the Budget on the Company and Canal Zone Government budgets for the fiscal year 1958.

After arrival in the States he will go first to Omaha where he will deliver an address to the Nebraska State Bankers Association annual meeting. The Governor will speak on economic opportunities in Latin America and the part the Panama Canal has in the economic development taking place today.

The Board meeting is to be held in Washington Saturday, October 13. The Directors will review the annual financial statement on Company operations for the past fiscal year and capital items authorized by the President of the Company since the last Board meeting. Governor Potter will present the Annual Report of the President to the Board of Directors at the meeting.

Attending the Board meeting with the Governor from the Canal organization on the Isthmus will be Philip L. Steers, Jr., Comptroller, who is a General Officer of the Company; Capt. Warner S. Rodimon, Marine Director; and Col. Hugh M. Arnold, Engineering and Construction Director.

Governor Potter is scheduled to appear the following week before the Bureau of the Budget for hearings on the 1958 budgets. He will be accompanied to these hearings by Mr. Steers and Leroy B. Magnuson, Chief of the Canal's Budget Branch. The hearings are scheduled for Monday, October 15.

Nov. 1 Set As Date For Reduction Notices

Force reduction notices are to be sent out by November 1 to those employees whose jobs will be abolished at the end of this year as a result of the curtailment of purchase privileges, Edward A. Doolan, Personnel Director, has announced.

Personnel regulations require a 30-day notice for such terminations and the additional time, announced recently by Governor Potter, will give those affected more time to seek other employment. Since many employees will have "bumping" rights, the extra 30 days' notice will be helpful in making the necessary adjustments by personnel and units affected by this procedure.

Governor Potter announced several weeks ago that less than 1,000 force reductions would be required, and it is now estimated the actual number will be less than 900. Of these, between 40 and 50 will be employees on the U. S.-rate rolls.

Two Divisions Most Affected

The Commissary and Service Center Divisions will lose by far the greatest number of jobs by the change required by the Treaty provision requested by the Republic of Panama.

A force reduction of 835 in these two divisions is scheduled, of which approximately 60 are part-time and 40 full-time employees of the Service Center Division. About 35 positions in other divisions are also to be abolished at the end of the year.

As a result of the reduced work-load in the Commissary and Service Center Divisions the effect of this major force reduction will affect to some degree all of the principal Canal units because of bumping rights. Many of the principal units will also have smaller force reductions as a result of the secondary effects of the change at the end of this calendar year, although in many cases these will be several weeks or months later.

Better Look Before You Leap Into Air Conditioning

Planning to air condition your bedroom? Going to buy a clothes drier? Or any other piece of major electrical equipment?

Then you'd better get in touch with the people at the Electrical Division's field offices in the area where you live.

The reason for this is that the electrical wiring in some Panama Canal quarters isn't designed to carry the load which air conditioners, driers, etc., put on it. In such cases it may be necessary to install an additional circuit—at the expense of the householder.

The men at the field offices will also be able to give advice on the proper grounding of air-conditioning units—which can give a nasty shock if improperly grounded—and on the installation of driers.

As more and more quarters are converted to 60-cycle current, more and more interest is being shown in air conditioners, driers, deep freezers, and like equipment.

But—better do some talking to the Canal's electricians before you buy!

All-Girl Crew Work Full Time Preparing Retention Registers



ESTABLISHING service dates for approximately 11,000 employees and preparing retention registers keeps this crew busy. They are, in the usual order: Carmen Solé, Ruby Ferguson, Mrs. Dorothy Webb (standing); Maritza de Leon, Maria Compañy, and Gladys Dávila. Not present when the picture was taken was Vilma E. D'Anello.

A month after Mrs. Dorothy Webb and six other pretty girls began work on a special project in Balboa's breezy Building 69, she stopped long enough to take stock.

"Seventy-two pencils and over 3,000 sheets of scratch paper, so far," she sighed.

And, before they have finished, many more pencils and sheets of paper will have been used to prepare the retention registers which will determine who will and who will not continue on the job after January 1 when four commissaries and four service centers close and several hundred men and women lose their jobs.

At their clustered desks, Mrs. Webb and her girls are checking approximately 11,000 employment records, unraveling the code symbols which indicate service with other government agencies, computing this service, and totaling the government service for each employee.

Invaluable helping hands have been extended by Mrs. Marguerite Maphis, head of the Organization Unit, and Mrs. Perpetua Hackett who, with Mrs. Webb, are normally responsible for the preparation and maintenance of the retention registers.

Mrs. Webb and her all-girl band are dividing the 11,000 record cards into groups: Veterans and non-veterans, full or part-time employees, and those on WAE lists. Cards containing service-dates and condensed personnel data are then filed by districts and job categories. Pertinent data will be furnished to the Statistical Unit to be used in punching IBM cards.

When the job is finished it will be possible to determine readily what the Personnel Bureau calls "job interchangeability," bumping, and retreat rights. And it will be possible to select, for example, which sales clerks, clerks or others in affected or related categories have the least retention rights and

must, accordingly, receive reduction-in-force notices.

The speed with which Mrs. Webb's half-dozen helpers have learned their jobs—only one of them had ever worked before—amazes Mrs. Webb and her immediate supervisor, George V. Daniels.

"Everyone of them has taken hold beautifully and far surpassed our expectations," they say, but then they add, "but we should have expected it from such an exceptional group!"

Mrs. Webb, who is in direct charge, is a second-generation Canal employee. Her father, C. H. Walston, retired in 1950 as a steam engineer with the Mechanical Division. A graduate of Balboa High School, she began her Canal career in the commissaries and has been with Personnel since 1950.

Senior among "her girls," and the only one with previous experience, is Ruby E. Ferguson. She is a graduate of the University of Panama and holds an M.A. from the University of Michigan. She left the group late last month to teach in Panama.

Carmen C. Solé and Maritza de Leon are June graduates from Ontario, Canada, convents. Miss Solé's school was in Chatham and Miss De Leon's in Watertown. They work as one team.

Another team is Gladys C. Dávila and Maria A. Compañy. Miss Dávila attended Balboa High School for two years and graduated from the Pan-American Institute. Miss Compañy, whose parents came from Spain, was born in Colon. She is a graduate of Maria Inmaculada School in Panama City.

The other member of this completely bilingual group is Vilma E. D'Anello, daughter of Panama City's Municipal Treasurer. She was graduated this year from Penn Hall Junior College in Chambersburg, Pa.

Where do they come from? Ten years ago the Canal Zone population was far ahead of that today, but school enrollment then was approximately 7,700 as compared with 10,500 now.



50 Years Ago

The Canal Zone had a distinguished visitor in October 1906 and was busy preparing for another. Secretary of State Elihu Root stopped in the Zone for two days on a Latin American trip.

The Hotel Tivoli was being rushed to completion and plans were being formulated for the expected visit in November of President Theodore Roosevelt, a precedent shattering trip since it would be the first time a President of the United States left the country. A slight setback occurred at the Tivoli when a bolt of lightning hit the building although damage was slight.

Bids for building the Panama Canal were advertised early in October 1906 and during the month Theodore P. Shonts, Chairman of the Isthmian Canal Commission, wrote a letter to Secretary of War William Howard Taft strongly favoring building the Canal under contract.

Gen. Robert E. Wood was laying the groundwork for his later career as head of Sears & Roebuck 50 years ago as Assistant Chief of the Department of Labor and Quarters in the Zone. He had been in the job one year and a magazine article appeared complimenting him on his work.

It was being rumored that the Governor's House being built on the eastern toe of Ancon Hill would be converted into an Administration Building. It was one rumor which came true. The building now houses the Canal Zone District Court.

The October 1906 health report showed there were 350 deaths in the Canal Zone in September of that year—almost exactly twice the number, 176, who died in the Zone during the fiscal year 1956. Even that figure cheered Col. William C. Gorgas as it was lower than previous months. The three principal causes of death, in order listed, were pneumonia, malaria, and tuberculosis.

25 Years Ago

Six officials of the companies awarded the contract to build Madden Dam arrived to make an on-the-ground inspection of the project.

Ground was broken for the new Cristobal High School. Publication of plans for the building aroused much interest because of its unusual design.

Gov. Harry Burgess returned from Washington with bad news. The request for funds to build the Canal Zone Junior College and a Canal Zone Library building was turned down by the Bureau of the Budget.

Col. Julian L. Schley, Engineer of Maintenance, left for the States to be married in Boston to Miss Denise Vary. He and Maj. Joseph C. Mehaffey had been listed as the most eligible bachelors of the Canal organization. General Mehaffey has never changed his listing.

The trial run of the ferryboat *Presidente Amador* was made during October 1931. It was one of several major pieces of Panama Canal floating equipment to be built by the Mechanical Division during the depression years.

The complaints of Panama businessmen against the Canal Commissaries were presented to the Pan American Commercial Conference being held in Washington.

The Bureau of Efficiency was taking increased interest in the Canal and its operations. A new accounting plan recommended by the Bureau for the Canal was approved by President Herbert Hoover. The plan was designed to show true costs of all Canal operations. It was announced during the month that the Bureau would send down a team of efficiency experts to suggest improvements.

The St. Louis Cardinals beat Philadelphia, 4 to 3, in the World Series. Among other outside events of the month: Thomas A. Edison died; Hitler assumed additional powers in Germany.

10 Years Ago

Canal traffic, employee travel, food supplies, and mail deliveries were all being seriously affected in October 1946 by maritime strikes in the United States. The SS Panama was delayed on both of its first two trips southbound.

The effects of World War II were still evident on all sides 10 years ago. Only a few camouflaged buildings had been repainted and many wartime restrictions had not been lifted. One was lifted in October 1946 when permits to salesmen to enter the pier areas and solicit business on merchant vessels were again issued.

Employees were given one year to reduce accumulated leave to conform with new regulations. Most employees had much leave over the authorized amount because of the inability to travel during the war.

Shortages became acute in the Commissaries in many items. Among these were eggs, butter, milk, shortening, men's shirts, and tissue paper. All of these items were barred from the mail in October to conserve the supply because of uncertain shipping conditions. Many parcels containing these items in short supply in the States had been mailed by friends on the Isthmus. Cigarettes were also put back on a limited sales basis, with one package to a customer.

Canal Zone matches and cigarettes made further news in October 1946. The first postwar shipment of the famous Swedish "Canal Zone matches," which had been out of stock throughout the war, arrived and the price of cigarettes was increased from nine to ten cents a package.

A raise in house rents for U. S.-rate employees was announced for January 1947 to meet increased operating expenses, with increases to range from 10 to 70 percent. The principle of using the variabilities of desirable and undesirable features was announced in fixing the new rents.

T. A. Aanstoos, Panama Canal Printer, and Chester B. Johnson, Chief Examiner, were among the 12 Canal and Railroad employees retiring in October 1946.

One Year Ago

The Panama Canal Company announced that all of the Locks towing locomotives would be replaced.

Meet The Man Who Produces Rubber Stamps



CLARENCE A. WATTS
He makes rubber stamps

There's a lot more to rubber stamps than pressing them on an ink-pad and whacking a piece of paper with them. Someone has to make the stamps before they can be pressed and whacked.

In the Canal Zone that someone is Clarence Albert Watts, who qualifies as a "singleton" because he is the one and only rubber stamp maker. He is classified officially as a Compositor at the Printing Plant at Mount Hope. When the rubber stamp business is not rushing he helps out in the composing room—sometimes on THE PANAMA CANAL REVIEW.

Rubber stamps come in all sizes and shapes, he says. Some contain only one word, like "Rush," or "Confidential." Others consist of several paragraphs. One of the biggest stamps he has ever made measured 7¾ by 4¾ inches. Other rubber stamps are seals, like those used by the Customs and the Port Captains, and some are facsimile signatures.

All of the printed stamps are made by the same process, which starts out much like any other printing job. Mr. Watts works from copy and sets the type by hand. After the proof is okayed, he cleans the type with benzine and cuts a piece of mold-board, a plastic composition which has replaced the plaster-of-paris he once used, powders the mold and the type to prevent sticking, and puts both together into a molding press.

The mold, bearing the impression of the type, then goes into a vulcanizer to be dried out. Meanwhile, he cuts a sheet of raw red rubber into the size of the mold and this and the dried-out mold go back into the vulcanizer together. A mold can be used to make several stamps if it is handled carefully, he says.

The rubber, which now bears the letters reading backward, is trimmed with scissors and glued onto a piece of wooden molding, which looks like oversized framing for pictures. This makes the wooden base for the rubber stamp and when it has been sawed to the proper size, and smoothed with sandpaper, Mr. Watts drills a hole and fits in one of the assorted handles he keeps on hand (See page 10)

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

Safer Car Loading On The Ferries

Early last month a new method of placing vehicles aboard the ferries went into effect.

The old method is shown in the photograph at the top right; the new method in the photograph below it.

With cars and busses placed as they were previously, it would have been very difficult for the occupants to open the doors wide enough to get out in the event of a sudden emergency such as fire or collision. It was therefore, for the safety of you who use the ferries, that the new method of *single lanes* on either side of the ferry was put into effect.

In order to inconvenience the public as little as possible, the ferry schedule has been speeded up to the maximum during rush hours to compensate for the smaller car-load per trip.

To date there has been no serious mishap, fire, or collision to warrant evacuation of the ferries. However, safety measures cannot be based on past records but must anticipate the avoidance of possible future tragedies. Remember the *Andrea Doria*?

HONOR ROLL

Bureau Award For
BEST RECORD
AUGUST

SUPPLY AND EMPLOYEE SERVICE
BUREAU
HEALTH BUREAU

AWARDS THIS CALENDAR YEAR

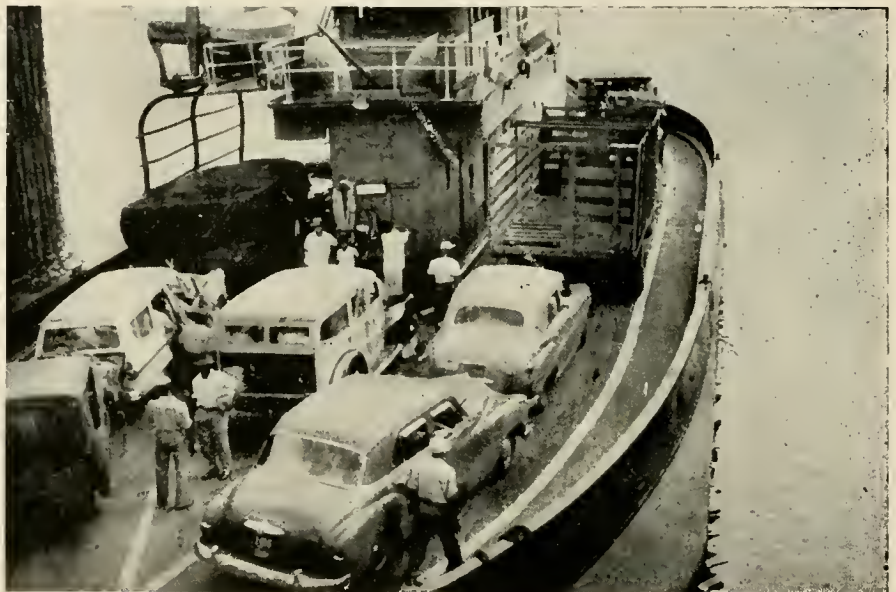
Health.....	7
Civil Affairs.....	6
Supply and Employee Service.....	3
Engineering and Construction.....	1
Marine.....	1
Transportation and Terminals.....	1

Division Award For
NO DISABLING INJURIES
AUGUST

COMMISSARY DIVISION
LOCKS DIVISION
HOSPITALS AND CLINICS
SERVICE CENTER DIVISION
HOUSING AND GROUNDS DIVISION
INDUSTRIAL DIVISION
DREDGING DIVISION
RAILROAD DIVISION
MOTOR TRANSPORTATION DIVISION
STOREHOUSES DIVISION
POLICE DIVISION
AIDS TO NAVIGATION
SANITATION DIVISION

AWARDS THIS CALENDAR YEAR

Aids to Navigation.....	8
Sanitation.....	8
Service Center.....	8
Storehouses.....	8
Commissary.....	7
Hospitals and Clinics.....	7
Industrial.....	7
Motor Transportation.....	7
Railroad.....	7
Dredging.....	6
Electrical.....	5
Housing and Grounds (4 mos.).....	4
Maintenance.....	4
Navigation.....	3
Locks.....	2
Police (2 months).....	2
Fire (2 months).....	1
Terminals.....	1



AUGUST 1956

BUREAU

FREQUENCY RATE—Disabling injuries per 1,000,000 employee-hours worked.

Supply and Employee Service

Health

Marine

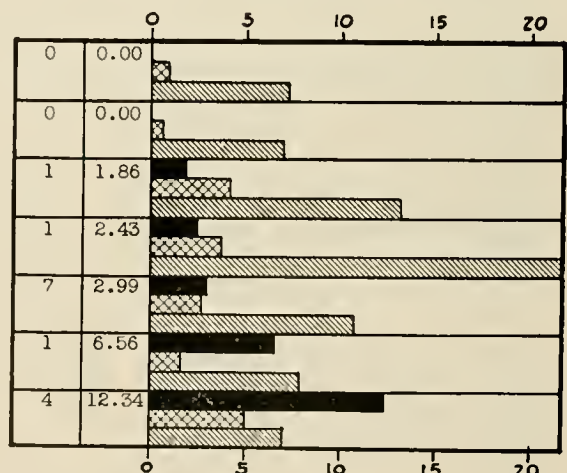
Transportation and Terminals

Canal Zone Govt.—Panama Canal Co.

Civil Affairs

Engineering and Construction

(Employee-hours worked2,341,671)



LEGEND

Frequency Rate this month
Accumulative Frequency Rate this Calendar Year
1953-1954-1955 Calendar Year Average

OF CURRENT AND FUTURE INTEREST

Three reviews will be given this month by the Junior ROTC battalions in Balboa and Cristobal High Schools.

Balboa ROTC has scheduled two. The first, on October 10, will honor Balboa High School's principal, T. F. Hotz; and the second, on October 31, will be given for Col. H. W. Schull, Jr., the Canal Zone's Lieutenant Governor. The Cristobal ROTC will have a review October 30, in honor of their principal, Paul Beck.

Both ROTC units elected their battalion and company sponsors last month. At Balboa High School the battalion sponsor is Geraldine McGriff. The Company sponsors are: Forest Wise, Company A; Maria Girard, Company B; and Susan Potter, Company C. The Cristobal sponsors are: Mary Morland, for the battalion; Judy Tip-ton, Company E; Sandra Motta, Company F; and Pat Maedl, Company G.

Cadet Lt. Col. Robert Hamilton is battalion commander at Balboa, and his opposite number in Cristobal is Cadet Lt. Col. Norman B. Dials.

How many babies are born each month in the Canal Zone? Plenty!

Official statistics show that between 150 and 160 brand-new individuals make their appearance every 30 or 31 days at the Canal Zone's two hospitals.

This isn't anything new, though. The 150-160 average has been maintained for the past five years or so, according to the records.

The Canal Zone Library has declared war on bookworms, but not the two-legged variety. Its secret weapon, lethal to bookworms but harmless to humans, is the white DDT powder which is inserted into the spines of the library's books.

Until the declaration of war in June, the library staff was finding at least 300 books each month infested with the pests, which are the larvae of a voracious beetle commonly known as a "drug store" or "tobacco" beetle.

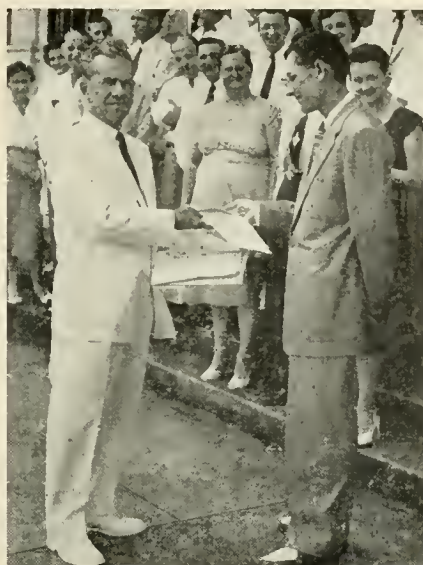
The decision to use DDT powder was made after a series of conferences with experts on insect extermination and a controlled experiment in which a number of insecticides were used.

By the middle of September about two-thirds of the books in the main library had been treated. Little bookworm damage has been found in the branch libraries, probably because these are predominately circulating collections, and the bookworms apparently prefer a less-disturbed existence.

Thieves and petty prowlers are now finding the Tivoli Guest House well-protected against their nefarious doings. The rear section of the Guest House is surrounded by an 8-foot cyclone fence which extends down the two side-wings and across the back of the old building.

The fence was removed from the old "300 Area" between Gaillard Highway and Diablo Road, and reerected at the Tivoli by contract.

An exhibit of stones and semi-precious gems native to Panama may soon be one



OUTSTANDING work among the Canal Zone's young polio patients was recognized last month when a Distinguished Service Award, accompanied by a \$300 check, was given to Dr. James R. West, Gorgas Hospital pediatrician. Gov. W. E. Petter is shown above presenting the award to Dr. West in the presence of Mrs. West (in a dark dress) and a number of other Company-Government employees who also received awards. Dr. West ended his Canal career yesterday and left by plane with Mrs. West and their three young daughters for their new home in Petaluma, 30 miles from San Francisco. He will be in private practice there.

of the many interesting things to see in Panama's National Museum—as the result of a friendly hands-across-the-border gesture. The collection for the Museum is one of the projects on the agenda of the Canal Zone Gem and Mineral Society.

The idea of a so-called "starter collection" for the Panama Museum was suggested by the Club recently to Professor Alejandro Mendez P., the Museum's Director, who received the idea with great enthusiasm.

At present, Gem Society members plan to make up the Panama Museum exhibit from stones now in their private collections, using such colorful local stones and semi-precious gems as quartz, jasper, agate, sardonyx, rhodinite, and amphibolite, as well as petrified wood which is abundant here. Each piece will be labeled and the collection displayed in cases. Later the Museum collection will be enlarged as the Canal Zone gem collectors add to their finds.

A two-day celebration at Rainbow City last month celebrated the 12th Anniversary of the founding of the Plus Ultra Club. Part of the anniversary was a Thanksgiving Service at which the guest preacher was the Rev. Roy Blakely of the Gatun Union Church.

An auxiliary of the Ebenezer Methodist Church, the club has sponsored many community activities. One of these was a trip through the Canal July 4 aboard the ferryboat "Presidente Porras."

Automobile license plates for the Canal Zone for 1957 will have a familiar look. They will use the same colors, black and yellow, as this year but the 1957 colors will be reversed, with the numerals in yellow and the background black. The new plates have already arrived.

Applications will be available as early as November 1. Canal Zone residents who get their requests in early will be in on the annual drawing for low license numbers. This will be held sometime during the middle of November.

The Library is not the only Canal unit with bug trouble. The particular difficulty of the Housing and Grounds Division is chinch bugs—which can mottle a beautiful green lawn with ugly brown patches almost

overnight. Chinch bugs have been a problem for the past three years and have been especially bad in Los Rios this year.

To combat the chinch bugs, the Division is making new spraying machines preparatory for the annual invasion at the beginning of the next rainy season. The bugs seem to lie dormant, or almost so, in dry weather and burst into activity when the rains start.

Meantime the Division is experimenting with new insecticides and hoping that someone will soon produce a sure chinch-bug cure. The pesky pests have developed an immunity to DDT.

A rare collection of first-flight airmail envelopes is now on display at the Canal Zone Library-Museum as a special treat to all local philatelists. The collection, made available by Pan American World Airways, is being shown under the sponsorship of the Caribbean Stamp Club.

The envelopes commemorate the first-flight dates of the opening of airmail routes throughout the world, although there is particular emphasis on North, South, and Central America. The collection began about 1929.

The exhibit will be shown at the Library Museum in the Civil Affairs Building from October 1 through October 8. Atlantic sidlers may see the collection between October 9 through October 14 in the lobby of the Cristobal Theater.

Philip C. Olsen, new psychiatric social worker at Gorgas Hospital, arrived recently from California. He succeeds Mrs. Elizabeth Murphey on the Hospital staff. Arriving with him were Mrs. Olsen and their four children.

A native of Alamosa, Colo., Mr. Olsen was graduated from Adams State College in his home town. He is also a graduate of the School of Social Work of the University of Denver. He is a veteran of World War II.

The new social worker came to the Isthmus from the Porterville State Hospital in Porterville, Calif.

MY PET



THAT'S NOT a Davy Crockett hat as anyone can plainly see, says Donald Adams 7, of Diablo Heights. The bundle of fur on top of his head is "Pancho," a marmoset who has been living with the Adams' household for several weeks. "Pancho" is one of three marmosets in the Adams' menagerie, but the only one which goes riding on Donny's head. The other little monkeys are a female, who has shown no inclination for such joyriding, and a baby which is too young. Donald is the son of Robert K. Adams of the Locks Division.

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Planes And Trains, Cars And Ships, Carried Them Off On Vacation Trips



THE WILLS of Margarita, started their vacation \$300 richer than they'd expected, after this appearance on NBC's TV program, *Break The Bank*. Lined up, they are: James and William, 14-year-old twins; Lauray, 12; Gary 4; Robert, 8; Darnell, 7; Mrs. Will; and Bert Parks, master of ceremonies.

There probably aren't many places of its size whose people scatter so widely as Zonians do for vacation.

It's always been that way, the Canal Zone being the heterogenous collection it is, but now home-leave travel has helped spread us out even more. There are families now going home who, for one reason or another (usually juvenile reasons) haven't been able to afford regular vacations for years.

A good many Canal Zone mamas and papas are now able to show their small fry the old swimming hole (it usually has shrunk) and the little red schoolhouse where they went to school (nowadays it's all too frequently turned into a tea room or antique shoppe).

And a good many young Zonians are learning that apples really grow on trees, that berries may be had for the picking, that snow looks quite a bit like the frost on the outside of refrigerator units.

On this page is a sampling of Zonians and what they did on their vacations, although all of them didn't restrict their vacations to the United States.

The Will family of Margarita—Papa Will's name is Ray R. and he is harbor-master at Cristobal, while Mrs. Will is admitting clerk at Coco Solo Hospital—started their vacation with a bang when they were chosen as contestants on the National Broadcasting Company's TV show, *Break The Bank*.

The six Will children, shown above with their mother and master of ceremonies Bert Parks, were in the audience for *Break The Bank's* last show of the season. When they were invited onto the stage to answer questions about music, they were far less nervous than their mother who was with them, or their father, watching them from the front row.

The baby Gary, 4, got things started when he was able to identify the Lone Ranger's theme song, and the rest of the family carried on until they had won \$300.

As big a thrill as appearing on the program was seeing themselves on tele-

vision. They did this two weeks later when they picked up a rebroadcast in Virginia, where they had stopped enroute to Florida.

Gloria Shelton, who works at Balboa Heights, didn't restrict her vacation to the United States. This summer she made a dream come true when she toured Europe, from Spain to Italy, visiting relatives and then flew back to New York.

Her brother, in California, however, declared that she couldn't be so near(!) without visiting him, so she ended up by flying across the country before she returned to the Isthmus.

The Cox family, Margaritans like the Wills, were also transcontinental travelers, but they did their traveling in a "tired old '50 Chevrolet sedan," with their tents, gasoline stove, portable refrigerator, air mattresses, blankets (never enough, they say) jammed into the car

or stowed on a luggage carrier on the top of their car.

The lower picture shows the family: Dick, Executive Assistant in the office of the General Manager of the Commissary Division; Shirley, who is Mrs. Cox; Brian, 17, and an Eagle Scout; Kathleen, 15, and Eileen, 13, both Curved-Bar Girl Scouts; and Kevin, 3½, voted by the family as the best camper.

They planned their 12,000-mile trip before they left the Isthmus and stuck to their itinerary with only minor changes. Their goal was Seattle to visit the girls' two pen-pals. They decided to camp wherever tentsites were available and ended up by spending 32 nights under canvas and seven in motels.

At the end of the trip the Cox children found they had been in 40 of the 48 states and want to take the next trip the same way they did this.



FROM HERE TO HERE, says Gloria Shelton, as she shows where her vacation took her. She visited Europe and then flew across the United States.



PLANNING A TRIP is almost as much fun as taking it. Here the Cox family of New Cristobal decide the route for their 12,000-mile camping trip last summer. Even young Kevin has a vote in family plans.

Got To Learn To Count And Figger If You're A C.Z. Power Squadronite

If there is a marked decrease in the next few months in the number of small craft plying in and out of the Pacific entrance to the Canal, it will be because their owners and crews are so busy with the academic side of boating that they have no time for boating itself.

This year's program of the Canal Zone Pacific Squadron, a group of 36 avid small boat enthusiasts, includes a basic piloting course, an instructors' technique course, a course in seamanship and, probably, one in motor maintenance. And all this is in addition to the annual practical test of navigation and seamanship—the Squadron's Annual Rendezvous.

But going to classes is nothing new for members of the Power Squadron. Every member had to pass the basic piloting course before he could become eligible, and a good many of them have taken advanced courses.

Last May, for an instance, ten Squadronites and Squadronettes spent close to eight hours apiece taking the final examination which concluded a 24-week course in Advanced Piloting. According to the Squadron's monthly publication, "The Panama Tell-Tale," the students "came equipped with cigarettes, cold beer, sandwiches, pillows, and blankets." Of the ten, six men and one woman made the grade.

Like all activities of the Power Squadrons here or elsewhere, the basic piloting course which will start this fall stresses safety afloat and is designed to teach its students a high degree of skill in the handling and navigation of small craft. Those taking the course learn to box the compass and read charts as well as learning rules of the road, lights and signals, and other basic principles of piloting.

This year's basic piloting course will be the tenth since the local Power Squadron received its charter in 1949. Designed for neophytes in the small boat group, it is no cinch. Last year 58 men and women began the ten-week course. Some found it too complicated and dropped out. Of those who went on to the end, only 22 made passing grades—an unusually high figure, according to Squadron officers.

What they learn during the piloting course they put into practice during the Squadron's Annual Rendezvous. This is a dry-season affair. The boats start from a predetermined point and follow a prescribed course to the meeting place. Before starting, each navigator must predict the time when he will reach each check-point along the way and his guesses are later checked against his log.

The second of this year's courses, the instructors' technique course, will be taught by Brodie Burnham, who is Assistant Training Officer in the Personnel Bureau when he is not small-boating. This course is designed to develop additional instructors for the various courses sponsored by the Power Squadron.

Mr. Burnham is one of the Squadron's four Senior Members. The others are B. J. Brown, who taught last year's piloting course; William H. Clark, who is a former Commander of the local Squadron and the only member holding the rank of Junior Navigator; and Francis F. Hargy, who is also another



FIVE STARS of the Southern Cross appear on the triangular pennant of the Canal Zone Pacific Squadron. The pretty girl? Oh yes—Mrs. William T. Halvosa of Diablo Heights.

former Squadron Commander.

The seamanship course is to be taught by Robert Bowen, who has instructed several other classes. This will stress all phases of safety at sea and the handling and care of small craft.

The Canal Zone Pacific Squadron is one of 204 such squadrons all over the world, and its 36 members are only a drop in the bucket in the over-all enrollment of some 28,300. The parent organization is a 39-year-old non-profit group incorporated under the laws of the District of Columbia with the title of the United States Power Squadron.

Its members, who must be citizens of the United States, hold various ranks, each achieved by means of an examination. Those who have successfully passed their basic piloting courses are rated as "P's." Next highest are the "S's," for Seamanship, followed by the "AP," for Advanced Piloting. The Canal Zone Pa-

cific Squadron has 13 S's and 11 AP's.

The second highest rank a Power Squadron member can achieve is that of a Junior Navigator. Mr. Clark is the sole JN and no local member has yet achieved the highest possible rank, which is that of Navigator.

The present educational system for Power Squadron members was not developed until 1927. Since that time each year has seen revisions to keep the training more thorough and abreast of developments. The system of requiring a knowledge of fundamentals as well as modern shorter methods has produced trained members whose nautical education is equal to that of those who take their training in the recognized professional schools. This training and an insistence on members adhering to high ideals has produced a corps capable of successful competition with professionally trained men, which was evidenced in the war records of men who had developed their nautical skill and know-how in Power Squadrons.

While the activities of the Squadron are largely educational—witness the course after course to which its members subject themselves—all is not serious. There are plenty of gatherings, large and small, where the Squadronites and Squadronettes get together and talk their hobby nearly to death, and others when they get together just because they like each other.

This summer there were plenty of such gatherings to welcome an old Squadronite back to the fold, at least temporarily. The visitor was Charles King, now of Annapolis, Md., and formerly Assistant Personnel Director for The Panama Canal. The Kings first came to the Isthmus in their own sloop, the *Show Me*, and now have a craft of their own at Annapolis in which they make trips up and down the Inland Waterway. Mr. King has kept up his Power Squadron affiliation and is an officer of the Annapolis Squadron.

Officers of the Canal Zone Pacific Power Squadron are Lt. Col. E. V. Chandler, of Fort Kobbe, Commander; George Hall, who works at the Ancon Post Office, Lieutenant Commander; Edwin F. Rigby, of the Division of Storehouses, Secretary; and Worden French, of the Balboa Oil Handling Plant, Treasurer.

Colonel Chandler has been interested in small boating ever since 1931 when he served his first Canal Zone tour of duty at Fort DeLesseps. He comes from Panama City, Fla.

Mr. Hall, who is another Floridian—Palm Beach is his home—has not yet achieved ownership of a small boat but he has been interested in boating for years. In addition to serving as Squadron Vice Commander, he edits the monthly magazine, *The Panama Tell-Tale*.

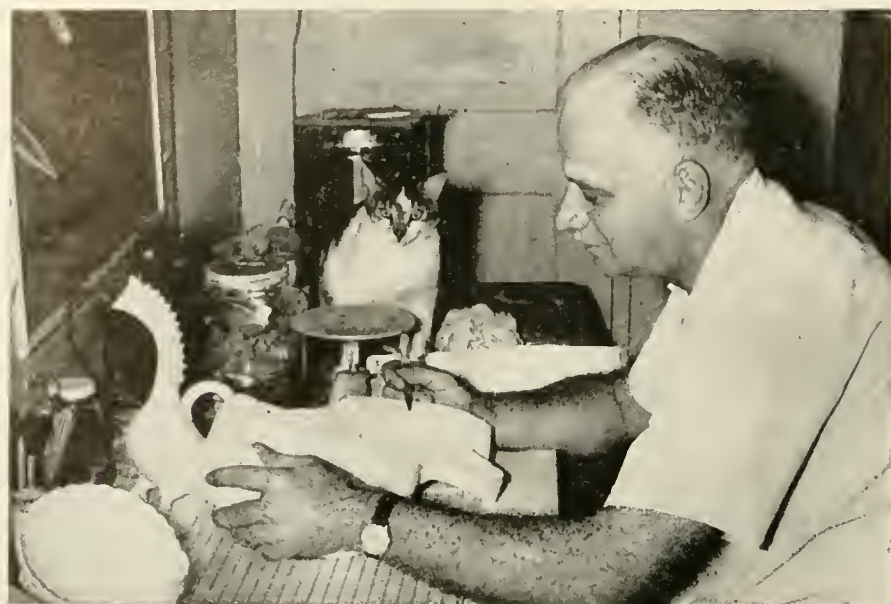
Mr. Rigby, owner of the *Nena*, has thousands of miles of deep water sailing to his credit. He has sailed his own boat to Tahiti and about a year ago made a trip from Balboa to California.

Mr. French, the Treasurer, is a native of Vermont which is a "fur piece" from blue water. But his little over 15 years on the Isthmus have made him as interested in small craft as any east or west coaster. He is one of the Squadron's AP's.



MOTORIZED and sailing sailors meet at the annual rendezvous at Taboga Island. *Penelope* is owned by J. B. Webster; *Kelpie* is now the property of John S. Bingham of Cristobal.

Did You Ever Know Rolling Pins Make Other Things Beside Pies And Cookies?



TWINKLE, THE CAT, is generally an interested observer when Lt. Col. David C. Burke starts work on a new piece of ceramics. Below are some of the handsome pieces he has made in his home hobby shop.



In his hobby workshop, Lt. Col. David C. Burke has an oven and a rolling pin. He is not, however, a creator of fancy pastries. His baking is confined to ceramics, with which he has been entertaining himself—and, incidentally, decorating his home—for the past three years.

Without ever having had a lesson, Colonel Burke has advanced his interest and ability in ceramics until his home is now a showcase for his work. He has made a variety of pieces, ranging from the bust of a Chinese sage to decorative wall plates and an old-fashioned oyster dish.

It was quite by accident that Colonel Burke became interested in ceramic work; it happened when he went to the aid of his wife.

While her husband was stationed in Fort Campbell, Ky., Mrs. Burke enrolled in a ceramics class. She was shaping a pitcher at home one evening and having such a difficult time that Colonel Burke offered to lend a hand and see what he could do with the clay. The results encouraged the Colonel to become an amateur ceramist. Since that day he has learned more about working with clay by reading books and periodicals and through trial and error.

"The most important things," he advises, "are persistence and patience."

Colonel Burke, who is Assistant to the Health Director, does his work in a neat workshop in the basement of his Ancon home. In the room there are his supplies: Paints, clay, molds, and a rolling pin for flattening out balls of clay. A cabinet holds his tools and ceramic pieces in different stages of completion.

On a work table there are plaster-of-paris molds, and a cast for a dragon-shaped pitcher. In the corner is an oven, called a kiln, in which the clay is baked. The clay is a compound from the Kentucky-Tennessee region of the United States, where it is especially prepared and matched with the paints he uses.

In his workroom Colonel Burke begins by making a mold from plaster-of-paris. The mold is shaped from a cast that the Colonel has adapted and designed from a basic piece, perhaps a wood carving, a vinegar bottle, or a figurine. Making the mold sets Colonel Burke apart from many ceramic workers because ready-made molds are available and used by most of the ceramists.

After the mold is made and dried, wet clay (called "slip") is poured into

it. The porous plaster-of-paris absorbs the moisture from the slip, and a deposit of dry clay is left. When the mold is removed, the clay is ready to be dried and fired. After firing, the pottery can be painted, or glazed. Glazing is a ticklish step in the process; it causes the paint to change colors. Hence a color may look tan in the paint-jar and be labeled emerald green. Although it is difficult to mix and match the paints, Colonel Burke has been very successful in this area.

Out of his kiln, for example, have come beautifully colored cigarette and candy-dishes, many types of vases, and busts of a Balinese man and woman.

Colonel and Mrs. Burke like to visit ceramic shows on their vacations. Two years ago they viewed the Great Lakes Ceramic Hobby Show in Detroit, Mich., and this last May they revisited the show to see more samples of the nation's best ceramic works. Through his visits to ceramic shows, Colonel Burke has noticed that the popularity of ceramics has greatly increased, and that the quality of the output has improved.

Colonel Burke especially enjoys ceramics because it gives him a chance to do creative work with his hands. Then too, the slow pace that it demands is relaxing after a hard day's work.

The Colonel has many more projects planned ahead. For the present, he wants to complete work on a set of mugs, make a pair of bookends from a Haitian head-carving, and remake a vase cast. With more ideas for the future than time to complete them, Colonel Burke should remain a contented and successful ceramist for many years.

Meet The Man Who Produces Rubber Stamps

(Continued from page 5) in his workshop. All surplus rubber is then cut away from the stamp itself, so that only the letters remain on the wooden base.

Facsimile signatures and seals are made from "cliches" which have been produced by a photoengraver. There is no type to be set for these, but otherwise the production process is the same. Formerly facsimile signatures were made with a pantograph, a copying machine which reproduced the signature on a chalk plate. The signature was cast into metal and Mr. Watts continued from there with the usual result.

He has no idea how many rubber stamps he has made in the years he has been on the job. One case in his workshop is filled with drawer after drawer of the metal plates which are the first step, and other cases elsewhere in the printing plant hold others.

Mr. Watts, who was born in Colon and attended school there, started at the Printing Plant on May 4, 1920, and has been there ever since. First he was a messenger boy, and that was when he had his only bad accident. On his way to the railroad station his bicycle was rammed by a Navy truck. He still carries scars on his left foot and leg, but figures he was a lot luckier than the bicycle. That was a complete wreck.



Questions of stock control and speedier replacement of items carried by the Canal Zone retail stores outnumbered suggestions for new items or changes in service during the Commissary Forum held September 11 at Balboa Heights. The meeting was attended by 12 men and women from both sides of the Isthmus and by 7 representatives of the Supply and Employee Service Bureau.

Before opening the meeting to general discussion and "new business," Wilson E.



SHELL-LESS EGGS, like those being examined here by Paul H. Friedman, were tested last month for the Commissary Division by the men and women who attended the Commissary Forum. Packaged at Cornell University in plastic containers, the eggs are being tried here for flavor and convenience. The results will be reported to Cornell.

Crook, Bureau Director, outlined some of the changes made in the commissaries as the result of suggestions from the previous meeting. Among these he reported:

Extra help has been assigned to the Balboa meat counter and service speeded up in this section.

Some items of perishable goods, like lettuce and celery, are being price-marked when packaged to avoid delay for the customers at a pricing counter.

New procedures have been adopted to cut shipping time from warehouse to retail stores.

Sales personnel have been instructed in more careful handling of perishable fruits and vegetables, and a general training program continued for all personnel.

A large number of new items have been added to both drygoods and groceries stock. Among these are better-grade shower curtains, better-grade khaki trousers, knee-length hosiery, American Golfer dresses, and several grocery items, including flake tuna, States sugar in 5-pound packages, and Italian-style macaroni and spaghetti.

Mr. Crook told the group that air shipments of fresh fruit and vegetables from Miami had not been satisfactory because the cost of air-freight raised prices beyond general appeal. Later in the conference one of the group suggested that Florida fruit and vegetables might be brought here by ships traveling in ballast enroute to pick up bananas in South America; this suggestion will be investigated.

Mr. Crook also suggested to the group

that a proposal for continuous hours for the commissaries on Saturday, without a noon-hour closing, be deferred until about March when the full effect of reduced operations will be more apparent.

When the meeting was opened for general discussion, the customer representatives indicated that there were recurrent shortages of commissary items such as small-size sneakers for girls, paring knives, needles, plain buttons, mercerized thread, girdles, and girls' dresses.

Paul Friedman, Assistant to the Supply and Employee Service Director, and Richard L. Sullivan, General Manager of the Commissary Division, reported that each sales clerk is being asked to check items as they sell, by size and color, and to suggest reorders. Mr. Crook also suggested that customers tell the section supervisors when items are out of stock.

In connection with a general discussion on the milk supply, Mr. Crook pointed out that home deliveries are given priority, and reported that a comparatively new item, reconstructed milk, has been very successful.

Since small-size bottles of this milk were made available to school children at the various cafeterias, more youngsters are drinking milk in preference to bottled soft drinks, he said. This milk is also being used in the Canal Zone hospitals.

One customer suggested milk be sold in half-gallon bottles but was told that this would require expensive and extensive replacement of bottling equipment.

Among other suggestions by the commissary customer representatives were: Larger sizes of some canned goods such as peanut butter, fruits, and vegetables; a large stock of girls' dresses in the sub-teen sizes; early deliveries to the commissaries of clothes suitable for boys and girls going to school in the States; a better grade of women's dresses for office and street wear; hats which could be worn locally; more expensive uniforms for nurses, and a larger variety of oxford-type shoes for nurses; more automobile parts in the retail stores.

Several women indicated that they would be interested in having cosmetic demonstrators in the retail stores from time to time, but did not want food-demonstrators. This suggestion will be considered.

Just before the forum closed, Mr. Crook reported that experiments are underway to produce a better type of native beef which would be grain-fed, and that the Commissary Division will cooperate with Cornell University with a trial shipment of the new shell-less eggs.

Those attending the forum were: Mrs. Pat LeBrun, Mrs. Frances Gilley, Mrs. Walter Wagner, Miss Rita Goulet, Mrs. Anne Cunningham, Mrs. Rose Casey, Mrs. Mina Dee, Mrs. Robert Medinger, Fay Brown, R. C. Daniel, Mrs. Elsa Bailey, Mrs. Eleanor McIlhenny, W. H. Crook, Paul H. Friedman, R. L. Sullivan, T. G. Relihan, C. P. Shay, and Mrs. Gladys Conley.

Paraiso Commissary To Open Soon



FINAL UNIT of Paraiso's under-one-roof civic center is the commissary above. It is to be opened this month.

Plans have been completed for the formal opening of the new Paraiso Commissary, which will be held this coming week.

The commissary is located at the east end of the new Paraiso Civic Center. The two buildings, which form one unit, are connected by a covered passageway to make them the first under-one-roof community center to be built as such in the Canal Zone.

One of the most distinctive features of the new commissary is its open front construction. Three 16-foot doors will slide into overhead frames, leaving the entire front open during business hours.

Customers will walk directly from a wide porch into the sales area, which will be served by five check-out stands. The shelves have been arranged as units and all cold storage items will be available in

"reach-in" type bins and cabinets. The commissary is floored in an attractive light-tan terrazzo tile and the walls are painted in two shades of green.

Fluorescent lighting has been installed in the sales area and the manager's office which is in the front of the building at the left, close by a window where facilities will be provided for cashing checks.

On the main floor are the sales area, the manager's office, cashiers' rooms, a receiving and stock room, a freezer room, and a loading platform. A partial basement houses machine and locker rooms.

Its electrical equipment was designed for use with 60-cycle current and a frequency-changer has been installed so that the equipment may be used on 25 cycles until Paraiso is converted to 60 cycles.

Contractor Devises Special Equipment To Replace Transmission Line Conductors

Replacement of the present copper conductors on the 44,000-volt transmission line between Madden Hydroelectric Station and Miraflores substation with aluminum conductors of a much larger size presented several problems which have been solved effectively and in a unique manner by Bildon, Inc. Bildon holds the contract for this project, part of the 60-cycle conversion program.

The aluminum conductor material is soft and elastic and cannot be dragged over the ground. It must be strung on the towers, completely in the air, over special stringing blocks or pulleys. Part of the procedure involved is shown in the accompanying photographs.

The payout winch was constructed by Bildon, largely from salvage material. The special tensioning drums which maintain a constant tension on the conductor being payed out from the cable reel, were made from solid rubber truck wheels, which were grooved. The tensioning-



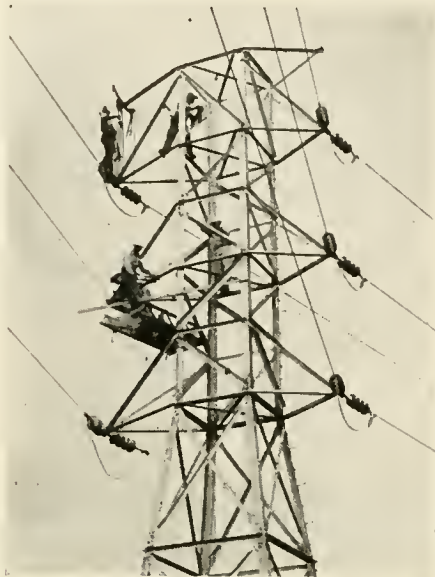
SPECIALLY BUILT for the job, this is a payout winch which feeds cable to the men replacing transmission line conductors.

drums are braked by a salvaged truck brake drum, two to a tensioning drum.

These are connected to a common hydraulic braking system. Another brake is attached to the cable-drum proper, to keep the cable taut as it runs off the reel to the tensioning drums. The entire apparatus is mounted on a ten-wheel-driven salvaged Army truck.

Pulling in an aluminum conductor required close coordination and instant communication between take-up and payout winches and observers on the critical spans and on the towers proper. Pulls as long as three miles are being made and the communication problem alone is a tough one. Telephone wire is strung along the full length of a section where necessary.

When a conductor is to be replaced, the old copper conductor is transferred from its insulators to special stringing-blocks made of micarta. One end is then spliced to the new aluminum conductor on the payout winch and the other to a cable from the take-up winch.



OVER 100 MILES of aluminum conductors will be installed by men working on towers like this on the Madden Dam transmission line.

Inspection Of Commercial Vehicles Will Begin Nov. 1

The annual inspection of the several hundred commercial vehicles licensed in the Canal Zone will begin November 1. The commercial vehicles will be inspected at the Motor Transportation Division's garages in Ancon and Cristobal.

The vehicles will be checked for the condition of their brakes, lights, etc., and will be marked with stickers when they pass inspection. Vehicles without inspection stickers will not be allowed to operate after the first of the calendar year.

The inspection of the Canal Zone licensed commercial vehicles is the first of a three-part inspection program.

Commercial vehicles licensed in the Republic of Panama but operating in the Canal Zone will be inspected beginning December 1. Inspection of private vehicles licensed in the Canal Zone will start soon after the first of the calendar year.

"Few Happy Spirits" Organized Order Of Kangaroos 50 Years Ago

Just three days less than four months after the SS *Ancon* made the first official trip through the Panama Canal, 20 men who had had a part in building the waterway sat around a banquet table at the American Hotel in Panama City and disbanded an organization which had been a gay spot for eight years.

The organization was the Independent Order of Panamanian Kangaroos, one of the most important and active of the fraternal orders which flourished in the Canal Zone during the construction period.

None of the 20 men who attended that farewell banquet is still on the Isthmus, but there are other former Kangaroos here. They, and others interested in Isthmania, now have an opportunity to examine some of the relics of their activities. Through the courtesy of Frank E. Greene of Detroit, who worked with the Canal organization from 1905 to 1918 and was one of the 20 men at the Kangaroos' last meeting, programs, directories, clippings, and other material pertaining to the Kangaroos have been added to the collection of the Canal Zone's Library Museum.

Organized 50 years ago this month, by a "few happy spirits," the Kangaroos grew rapidly. By 1909 there were almost 2,000 members. It started as a purely social order but became, in addition, a welfare group which, in 1910 and 1911, spent nearly \$1,200 in relief work.

The Kangaroos mixed plenty of fun with their charity. According to their own account, appearing in the 1909 directory, they "frequently held mock trials for their own amusement, at which time some unsuspecting party would be enticed to the rendezvous, put through a long trial and fined a sufficient amount of refreshments to add zest to the trial of the next victim.

"The first meeting was held in an old French house in Empire, on October 10, 1906, where one of the hail-fellows-well-met was tried all night for leaving the ranks of the good fellows, he having just



returned from the States with a bride," the official history says.

The beneficial work of the I. O. P. K. took many forms. Widows of Kangaroos received a \$100 "death benefit." Mr. Greene recalls that "in one particular case, a widow was sent the usual amount and in due time came a letter telling about the elegant funeral her husband had and suggesting that she would like to have another \$100."

Kangaroos came from all ranks of the Canal organization. Membership in the order was open to any adult male United States citizen of "good reputation and honorable means of support," although no saloonkeepers, bartenders, liquor dealers, or gamblers were admitted.

Many well-known Isthmians were Kangaroos during the organization's heyday. Some of those still on the Isthmus are:

Omer E. Malsbury, former Assistant Municipal Engineer, now living in Panama; Morris M. Seeley, who worked with the Health Bureau from 1907 to 1942 and now lives in Gamboa; Robert K. Morris, of Panama City, for many years the Canal organization's Chief Quartermaster; Charles H. Bath, of Margarita, who was a sanitary inspector for many years; Ora M. Ewing, another Health Bureau old-timer, now retired and living in Balboa.

Original Post Office To Cease Operations

The closing of the Ancon post office on January 1, announced last month by Gov. W. E. Potter at the "town meeting" held at Diablo Heights, reduces to three the number of Canal Zone post offices which have maintained uninterrupted operations since June 24, 1904.

The surviving oldtimers, after January 1, will be Cristobal, Gatun, and Balboa post offices. Cristobal and Gatun have operated since they were opened under those names; Balboa post office was known as La Boca until May 5, 1909.

No decision has yet been reached as to what use will be made of the Ancon post office building after postal operations are stopped there.

During the town meeting Governor Potter announced that the decision to close the Ancon post office was made after an extensive survey of the Canal Zone postal system, specifically the operation of the various units in relation to the Division's overall deficit.

In order to maintain the most efficient and necessary postal services for the Canal Zone, he said, the following steps would be effective January 1, 1957:

The Ancon Post Office will be closed. (Post office boxes will be available at Diablo Heights and at Balboa Heights and a limited number at Balboa after January 1, 1957).

Canal Zone postal services—including general delivery service—will be limited to the following:

Official United States Government agencies;

Residents of the Canal Zone;

United States citizens residing in the Republic of Panama who are officers or employees in the regular, full-time service of the United States of America, or the Company-Government organization;

Members of the United States Armed Forces residing in the Republic of Panama, not including members of reserve forces on temporary active duty or retired armed forces personnel;

Organizations and business concerns properly established in the Canal Zone

Graduation Day



BADGES WERE PRESENTED by Gov. W. E. Potter last month to 73 new firefighters who had completed their six-week basic training course. Shown above is Joseph V. Lord receiving his badge from the Governor. He will be assigned to the Corozal fire station. A graduate of Rainbow City High School, he is 24 years old.

Congress Of Civic Councils To Examine Possibility Of Fund For Financial Aid

The Congress of Civic Councils will take the lead in investigating all possibilities of establishing a fund to provide financial assistance in worthy cases among non-citizen employees of the Canal organization after retirement.

Ellis L. Fawcett, President of the Congress, has announced that the Civic Councils will explore the possibilities of such a

and authorized to conduct their operations from a seat or place of business in the Canal Zone.

Notification of these changes was widely distributed through the postal service last month in order to give patrons who may be affected ample time to make other arrangements before January 1. The notices were put in boxes and handed out at the general delivery windows.

fund to the fullest extent. The Congress is also planning to hold meetings in the various Latin-American communities to determine the sentiment among the people on the subject.

The suggestion for such a fund was made by Governor Potter at his September meeting with the Civic Council representatives. He called attention to the minor contributions which would provide a substantial fund.

A contribution of only five cents a week by each of the approximately 10,000 non-citizen employees would build a \$25,000 emergency fund in one year. A penny contribution weekly would bring a fund of \$5,000 in one year.

Governor Potter said that such a fund should be entirely voluntary and should be administered solely by contributing employees.

In making the suggestion, the Governor said there are many instances, particularly among employees who have retired under provisions of the Disability Relief Act, when individuals find themselves in dire need of help and are unable for one reason or another to obtain help from one of the organized relief agencies.

The Governor pointed out that most of the retired employees live on a very restricted budget with only their monthly relief checks as income. Illness or unexpected expenses of any kind create a real hardship. A relief fund provided by employees at a very minor expense to them could alleviate suffering in such cases and should be administered by leaders of the communities who are well acquainted with needs in such cases.

In announcing that the Congress of Civic Councils will fully investigate the possibilities of such a plan, Mr. Fawcett said much interest has been shown. The Congress hopes to initiate its preliminary work at an early date. Announcements on the public meetings will be made at a later date.



ANCON POST OFFICE, shown here as it looked for many years, was one of four Canal Zone post offices opened June 24, 1904. This building was replaced by the present concrete structure in 1939.

PROMOTIONS AND TRANSFERS

August 15 through September 15

Employees who were promoted or transferred between August 15 and September 15 are listed below. Within-grade promotions are not listed.

CIVIL AFFAIRS BUREAU

Daniel F. Ramsey, from Student Assistant, Terminals Division, to Distribution and Window Clerk, Postal Division.

Division of Schools

Mrs. Jean C. Morden, Mrs. Nancy J. Hatchett, from Substitute Teacher to Senior High School Teacher.

Billie G. Blaylock, from Library Assistant, Library, to Elementary School Teacher.

Mrs. Shirley B. Galvez, from Substitute Teacher to Recreation Assistant.

Mrs. Agnes P. Johnson, Mrs. Ethel P. McDermitt, Mrs. Doreen S. Barnett, Mrs. Virginia C. Brink, Mrs. Dorothy B. Hickam, from Substitute Teacher to Elementary School Teacher.

Mrs. Margaret G. Thomson, from Kindergarten Assistant to Elementary School Teacher.

Mrs. Jean E. de la Peña, from Accounting Clerk, Agents Accounts Branch, to Elementary School Teacher.

Walter M. Mikulich, from Junior High School Teacher to Senior High School Teacher.

James L. Wolf, from Elementary School Teacher to Junior High School Teacher.

OFFICE OF THE COMPTROLLER

William A. Wichmann, from Auditor, Internal Audit Branch, to Systems Accountant, Accounting and Policies Procedures Staff.

Paul J. Coleman, from Electrical Engineer to General Engineer, Plant Evaluation and Transfer Staff.

Mrs. Myrtle P. Sparks, from Clerk-Typist, Central Typing and Clerical Unit, to Accounting Clerk, Agents Accounts Branch.

Mrs. Irene E. Maher, Clerk-Typist, from Treasury Branch to Central Typing and Clerical Unit.

Mrs. Muriel H. DeYoung, from Supervisory Clerical Assistant, Central Typing and Clerical Unit, to Accounting Clerk, Agents Accounts Branch.

Mrs. Laura G. Casement, Accounting Clerk, from General Ledger and Processing Branch to Methods and Relief Assignment Staff.

Mrs. Frances L. Journey, from Accounting Clerk, Methods and Relief Assignment Staff, to Supervisory Clerical Assistant, Central Typing and Clerical Unit.

ENGINEERING AND CONSTRUCTION

Mrs. Patricia A. Robinson, from Clerk-Typist to Clerk-Stenographer, Electrical Division.

Carl L. Simons, from Pipefitter to Heavy Labor Lead Foreman, Maintenance Division.

Mrs. Juliet H. de Leon, Clerk-Typist, from Gorgas Hospital to Electrical Division.

Mrs. Betsy R. Hoenke, from Accounting Clerk to Supervisory Clerk, Water and Laboratories Branch, Maintenance Division.

Mrs. Mildred J. Spivey, Accounting Clerk, from Maintenance Division to Water and Laboratories Branch, Maintenance Division.

Mrs. Florence W. LaClair, from Clerk to Accounting Clerk, Maintenance Division.

OFFICE OF THE GOVERNOR-PRESIDENT

R. Trendon Vestal, from Systems Accountant, Accounting Policies and Procedures Staff, Office of the Comptroller, to Organization and Methods Examiner, Executive Planning Staff.

Noel C. Farnsworth, from General Engineer, Plant Evaluation and Transfer Staff, to Management Engineer, Executive Planning Staff.

HEALTH BUREAU

Mrs. Patricia R. Nellis, from Clerk-Typist to Cash Accounting Clerk, Coco Solo Hospital.

Robert U. Schultz, from Towing Locomotive Operator, Pacific Locks, to Food Inspector, Division of Veterinary Medicine.

MARINE BUREAU

Nancy A. Ramsey, from Clerk-Stenographer to Clerk (Stenography), Navigation Division.

Mrs. Louise K. Allen, Clerk-Stenographer, from Terminals Division to Navigation Division.

Samuel H. Rowley, Towboat Master, from Navigation Division to Ferry Service.

PERSONNEL BUREAU

Robert S. Jeffrey, from Senior High

School Teacher, Division of Schools, to Training Officer, Personnel Programs Staff.

Jessie S. Pugh, from Clerk-Stenographer to Secretary (Stenography), Employment and Utilization Division.

SUPPLY AND EMPLOYEE SERVICE BUREAU
Commissary Division

Mrs. Elaine E. Heyd, from Clerk-Typist to Accounting Clerk.

Mrs. Mary G. Livingston, from Clerk to Accounting Clerk.

Mrs. Florence W. Robinette, from Accounting Clerk to Clerk.

George D. Cockle, from Assistant Supply Officer to Supervisory Commissary Supply Officer.

Norbert W. Hammond, from Supervisory Storekeeper to Supervisory Commissary Supply Assistant.

Louis B. McGoff, Maurice J. Sterling, from Storekeeper to Commissary Supply Assistant.

Nathan W. Ashton, from Wholesale Meats Foreman to Lead Stockman Foreman.

Kenneth N. Woodcock, from Commissary Assistant to Stockman Foreman.

Robert G. Richardson, from Shipping Foreman to Lead Stockman Foreman.

Arthur S. Miller, from Car Loading Foreman to Lead Stockman Foreman.

TRANSPORTATION AND TERMINALS BUREAU

Richard D. Brown, from Chauffeur to Chauffeur and Truck Driver, Motor Transportation Division.

Mrs. Cecile G. Marceau, from Cargo Clerk (Typing) to Clerk-Stenographer, Terminals Division.

Mrs. Edith W. Cotton, from Supervisory Clerk, Water and Laboratories Branch, Maintenance Division, to Cargo Clerk (Typing), Terminals Division.

ANNIVERSARIES

Senior man of the four Canal employees who rounded the 30-year service mark last month is John A. Madison of the Miraflores Locks force. In case the "John" doesn't strike a responsive chord among his associates, our Mr. Madison is the one who is



THE NUMBER is nearly as big as the boy. This is September's senior employee, John J. Madison, as he looked when he held his first Canal job.

better known as either Allen or "Maddy." He is a Machinist Foreman.

A second generation Canal employee, he is the son of Thomas C. Madison, for many years a track foreman for the Panama Railroad. "Maddy" was born in Hickory, Miss., but came to the Isthmus as a small boy. He drew his first Canal paycheck when he was only 11 years old and was working during the summer vacation as a "boy" in the Cristobal Depot Commissary.

He began his permanent Canal career some years later as an apprentice machinist in the Mechanical Division. He has been with the Locks Division since 1939.

OCTOBER SAILINGS

From Cristobal

Cristobal *October 5
Ancon October 13
Panama October 20
Cristobal October 27

From New York

Ancon October 4
Panama October 11
Cristobal October 18
Ancon October 25

*Because of Columbus Day holiday, the Cristobal leaves Cristobal one day early, arrives in Port-au-Prince Sunday, and New York Thursday.

Otherwise, the ships are in Haiti on Mondays on both north- and southbound trips.

Mr. Madison has a home in Gorgona and spends most of his weekends there.

Junior to Mr. Madison for four days on the service list is Clyde L. Sharp. Under the official title of Branch Superintendent in the Postal Division, he is in charge at the Ancon Post Office. All of Mr. Sharp's service has been with the Postal Division; before he came here he had worked in the postal service in Johnstown, Pa.

The list of his assignments reads almost like a list of Canal Zone post offices: Cristobal, the Cristobal air mail section, Fort Davis, France Field, Margarita, Albrook, Howard Field, Amador, Ancon, and Rodman.

Mr. Sharp is connected by marriage to an old Canal Zone family. His wife is the daughter of Jeremiah Foley who worked with the Isthmian Canal Commission from 1905 to 1910 and later for the Panama Railroad as a steam engineer.

September's other two 30-year employees are Eller Jane Holcomb and J. Arthur Jones.

As one of the Canal Zone's two school nurses, Miss Holcomb tests eyes, checks sore throats, helps out with physical examinations, and does a thousand similar tasks. She is Georgia-born and was on the staff of Colon and Gorgas Hospitals before she was appointed to her present job. In addition to her work in the Canal Zone she has nursed at several Veterans Hospitals and during World War II served in Europe with the Army's Nurse Corps.

Mr. Jones, the only one of the four who has unbroken Canal service, is in charge of the stock rooms at the Balboa Field Office of the Electrical Division. There he issues all tools and materials needed by wiremen working in the Balboa District.

Born in Camby, Minn., he spent four years with the American Railway Express as a battery repairman and general foreman before coming here in 1926, and for more than 20 years he worked as battery repairman here. He was reclassified as a wireman when the Electrical Division closed its battery repair shop some years ago.

25 YEARS

September was silver anniversary month for six employees of the Canal organization. The six are divided equally into those with continuous service and those whose Canal service has been broken.

The trio with continuous Panama Canal service are: Orin B. Acker, Eugene I. Askew, and Clinton N. Bohannon. Mr. Acker and Mr. Bohannon have continuous service not only with the Canal, but also with the Electrical Division.

Mr. Acker is a wireman and comes from Atlantic, Iowa.

Mr. Askew was born in Hickman, Tenn., and is an Admeasurer with the Navigation Division.

Mr. Bohannon, a Lead Foreman with the Electrical Division, is a native of Victoria, Va.

The three quarter-century employees whose Canal service has been broken are William C. Bailey, Gerald E. Cooper, and Henry H. Shirk.

Mr. Bailey was born in the Canal Zone. He held his first Canal job, that of a "boy" in the Commissary Division, when he was only 11 years old. He is presently a Branch Superintendent with the Postal Division at Fort Amador.

Mr. Cooper, whose birthplace was Cincinnati, N. Y., is a Mate on the dipper-dredge Cascadas, while Mr. Shirk is a Ma-

chinist at Gatun Locks. He comes from Sinking Springs, Pa.

20 YEARS

Two of the nine employees who completed 20 years of government service in September have continuous Canal service. They are: **Robert W. Blades**, a Police Officer in the Balboa District, and **Ralph A. Morales**, an Electric Welder and Diver with the Industrial Division. Mr. Blades comes from Crissfield, Md., while Mr. Morales was born in the Canal Zone.

Other 20-year employees and their birthplaces are: **William Adams**, New York City, Police Officer, Balboa District; **Paul Cave**, Ruth Township, Ohio, Lock Operator Foreman, Gatun Locks; **Caleb C. Clement**, Ancon, Pipefitter and Diver, Gatun Locks; **Gladys S. Lee**, Spirit Lake, Iowa, Substitute Teacher, Division of Schools; **Dorothea F. McNall**, Chicago, Ill., Mail Clerk, Office of the Comptroller; **Borghild H. Misenheimer**, Trondhjem, Norway, Teacher, Balboa Junior High School; and **Irving Spector**, Brooklyn, N. Y., Small Tug Operator, Dredging Division.

15 YEARS

Thirteen Divisions or units of the Canal organization are represented by the 17 employees who completed 15 years of service in September. The Division of Schools leads the list with three 15-year employees, while the Postal Division, the Maintenance Division, and Gorgas Hospital have two each.

Six of the 15-year employees have unbroken Canal service. They are: **Milford K. Bailey**, Lead Plant Engineer Foreman, Maintenance Division; **Mary S. Brigham**, Teacher, Balboa High School; **Gladys L. Elkins**, Supervisor of Instruction in the U. S. elementary schools; **Sumner E. Ewing**, Lumber Inspector, Storehouse Division; **William C. Merwin**, Distribution and Window Clerk, Balboa Post Office; and **Christine K. Newhouse**, Nurse, Gorgas Hospital.

Other employees with 15 years of government service are: **Carroll F. Anderson**, who is on a year's leave of absence from Balboa High School; **Howard W. Blaney**, Distribution and Window Clerk, Balboa Post Office; **Milton W. Canham**, Electrical Engineer, Engineering Division; **Jessie M. Gill**, Secretary, Office of the Supply and Employee Service Director; **Joseph F. Green**, Machinist, Industrial Division; **J. Douglas Lord**, Supervisory General Storekeeper, Locks Division; **Reuben M. Reed**, General Stevedore Foreman, Terminals Division; **James M. Reeves**, Filtration Plant Operator, Maintenance Division; **Gertrude M. Roberto**, Clerk-Typist, Marine Bureau; **Austin E. Salter**, Head Foreman, Electrical Division; and **Richard A. Williams**, Staff Nurse, Gorgas Hospital.

United Fund Drive Planning In Hands Of New Appointed Governor's Council

(Continued from page 1) as announced from the White House:

Every employee should have full opportunity to learn about the services to the nation and the needs of those agencies which want his help;

Every employee should decide for himself what agencies he wants to support and be assured that his donation goes to the agencies he designates;

The employee reserves the option of disclosing his contribution or keeping it confidential.

During the coming Community Chest campaign, which begins October 28, material on the Chest and its agencies will be distributed to all employees by "keymen" solicitors. These keymen within each Company-Government Bureau are to be selected by the individual Bureaus.

Throughout the drive, in accordance with the recently announced federal policy, emphasis will be placed on the policy that all donations are voluntary.

When the Community Chest campaign is completed, the Governor's Council will apply the lessons learned during this drive in formulating plans for a United Fund campaign. These plans are to be completed, in general form, by January 1.

Chairman Of Board Spends Busy Week Attending Inauguration, Visiting Zone

Assistant Secretary of the Army George H. Roderick, Chairman of the Board of the Panama Canal Company, has been spending this week on the Isthmus. He arrived last Saturday as a member of the special United States Mission to attend the inauguration of President Ernesto de la Guardia.

The Canal Zone and the Panama Canal were also represented on the delegation

by Gov. W. E. Potter at the inaugural ceremonies.

Accompanying Secretary Roderick on his trip were Mrs. Roderick; W. M. Whitman, Secretary of the Panama Canal Company; Col. Robert M. Burnett, Executive Officer in the Assistant Secretary's Office; and Col. Maurice Holden, Military Assistant to Secretary of the Army Wilber M. Brucker.

Mr. Roderick has spent a busy few days here. In addition to attending the inaugural and various functions related to the inauguration of the new President of Panama, he has spent much time in the Canal Zone in conference with Governor Potter and his staff on Panama Canal matters. He also found time to visit several Canal facilities during his brief visit.

000; painting work amounting to over \$285,000 is scheduled; and reroofing jobs costing approximately \$190,000 are planned.

Many individual jobs ranging in cost from \$10,000 up to \$100,000 are also listed on the Engineering and Construction Bureau's calendar this year. These include new construction, design, and engineering projects, rehabilitation work, and purchase of new facilities.

The following are some of the major individual jobs of general interest which are scheduled for this fiscal year:

Installation of sprinklers at Palo Seco; flood lights at Balboa and Mount Hope stadiums; replacement of pumps at Mount Hope Pump Stations; construction of Corozal Pumping Station; enlarge Paraiso athletic field; gasoline service station at Paraiso; access road and new parking area at Gorgas Hospital; air condition Gamboa and Cristobal telephone exchanges; design work for ROTC building in Balboa; replace 500 old-type telephones; replace electric ranges in quarters; and study of lighting of public buildings.

Construction, Maintenance, Replacement

(Continued from page 1) design for the replacement of the Miraflores substation switchgear, \$30,000.

In addition to the power conversion work, nine separate projects are listed involving over \$100,000 expenditures each, and totaling nearly \$2,000,000. These, the amounts involved, and the month in which bids will be advertised if the work is to be done by contract, are as follows:

Replacement, renewal, and purchase of additional Health Bureau equipment, \$106,000.

Deepen Cristobal anchorage, \$670,000. Pacific sewage disposal facilities, \$139,000, November.

Improve air conditioning at Civil Affairs Building, \$130,000, December.

Balboa Commissary addition, \$120,000.

Replace Gamboa pump station and accessory facilities, \$244,000, December.

Renew electrical wiring system on Pier 5, Cristobal, \$150,000, January.

Install baffles and remove emergency dam, \$100,200, March.

Access shaft at Pacific Locks, \$256,800.

An expenditure of approximately \$750,000 is authorized in various rehabilitation jobs, including painting, reroofing, and fender repairs. The bulk of this work will be done during the coming dry season. Fender repair and replacements listed at both terminal ports will cost over \$250,-

Did They Spell My Name Right?



OSCAR, A BOA CONSTRUCTOR who has been a friend of Kenneth Vinton's for 18 years, seems to know that there is an entire chapter devoted to him in Mr. Vinton's new book, *The Jungle Whispers*. The book, published last month by the Pageant Press, is a collection of lectures given by Mr. Vinton to servicemen during World War II, supplemented by other tales of his experiences in the Panama jungles. Mr. Vinton is Instructor in Physical Science on the faculty of the Canal Zone Junior College.



SHIPS AND SHIPPING



CAPT. CHARLES S. HUTCHINGS, USN, new Port Captain at Cristobal, talks things over with Capt. John Andrews, Jr., USN, whom he relieves this month. Captain Andrews leaves Sunday for his new station in New Orleans where he will be attached to the staff of the Commandant of the 8th Naval District. Captain Hutchings comes to the Isthmus from command of the attack cargo ship USS *Oglethorpe*. Last Saturday he was welcomed, and Captain Andrews farewelled, at an informal stag party given by Atlantic sidlers connected with ships and shipping.

Transits By Ocean-Going Vessels In August

	1956	1955
Commercial	633	676
U. S. Government	34	16
Total	687	692

Tolls*

Commercial	\$2,894,183	\$2,985,970
U. S. Government	105,689	75,943
Total	\$2,999,872	\$3,061,913

*Includes tolls on all vessels, ocean-going and small.

PASSENGER SHIPS

Tolls collected in August from passenger ships—cargo-passenger ships with a capacity of 12 passengers or less are not included—were higher during the month of August than for any month since July 1950. August's passenger-vessel tolls were \$217,718.

Tanker traffic, however, was light, tolls-wise. Tolls paid by tankers during August totaled \$297,256. Since April 1952, there have been only three months when revenue from tanker traffic was below the \$300,000 mark.

FIRST CRUISE

The first cruise ship of the season, an old Canal friend, visited the Canal Zone yesterday with 395 passengers aboard. The cruise ship is the SS *Nassau* of the Ingres-Nassau Line.

During the 1920's she was the SS *Monogolia* of the P. & O. Line, running through the Suez Canal from England to New Zealand. Later she became the *Rimutaka* and was on the New Zealand run through the Panama Canal.

A large number of her passengers made a transit of the Cut yesterday aboard the Dredging Division's craneboat *Atlas*. Large parties usually are taken through the Cut aboard the ferryboat *Presidente Porras*. The ferry, however, is drydocked at the Industrial Division at Mount Hope

for regular overhaul and will not be back in service until after November 1.

Agents for the 15,000-ton *Nassau* are Fenton & Co.; the shore excursion was directed by Boyd Brothers.

EXPOSITION SHIP

A Spanish "exposition ship," the *Ciudad de Toledo*, is scheduled to arrive in Cristobal this month on a hemispheric trip displaying some of Spain's merchandise. According to Canal records the vessel, which is due October 23, will be making her first Isthmian visit.

She is coming from the east coast of South America, where she is stopping in a number of ports and will go on from Cristobal to Mexico and New Orleans before returning to Spain.

DUTCH IMMIGRANTS

Approximately 800 Dutch immigrants are due here October 10 aboard the SS *Zuiderkruis* enroute to their new homes in Australia. Their ship will transit the Canal on arrival and will berth in Balboa for bunkers.

According to Fenton & Co., who are handling the ship, most of the immigrant passengers on its previous voyages have been engaged couples who will marry after they reach Australia. On the long voyage to their new home they spend part of their time learning English in classes held for them aboard the ship.

NEW CUSTOMER

Another new customer used the Panama Canal this month when the TS *Castleville*—the "TS" stands for turbine ship—made her maiden voyage through the waterway. She is a sister-ship of the TS *Kingsville*, which was southbound through the Canal—also on her maiden trip—in July. They fly the Norwegian flag.

At the time this issue of THE PANAMA CANAL REVIEW went to press, the *Castleville* was due October 4 from United

Former Zonians Sail Yacht From Miami To Canal Zone

When other people want to travel, they have to buy plane or train or ship tickets. Not so the A. H. Springthorpes, former Atlantic sidlers who now make their home in Miami.

They provision their 80-foot yacht, *Lakaoia*, load their menagerie of household pets aboard and take off—with the wheel in the hands of Captain Springthorpe who piloted ships through the Panama Canal for 14 years, or in the hands of his wife who is also a competent sailor.

This year they decided to travel, and are now visiting the Isthmus for the first time since they set out for Miami in September 1953 aboard the yacht *Buccancer*. They left Miami in July and took the trip across the Caribbean in easy stages, stopping along the way in Havana, Swan Island, Cape Gracias-a-Dios in Honduras, and Bluefields in Nicaragua.

The Springthorpes man the gleaming-white *Lakaoia* alone, although the yacht could sleep a dozen persons. But they have aboard as company "Ring," their eight-year-old dog; "Twinkie," the cat, who is a venerable nine; "Coco," the canary; and "Pancho," a parakeet.

"We don't have any definite plans, and we don't know from day to day what we will be doing next," the former Zonians said last week. Meanwhile they are enjoying their old friends and making the Panama Canal Yacht Club at Cristobal their headquarters.

States gulf ports enroute to the Far East via California.

Both ships are owned by Fearnley & Egen Company and will be used in the Barber & Fern Line service to the Far East via the Panama Canal.

Each ship has a registered international tonnage of 7,563 tons, gross, and is 505 feet overall. While primarily cargo ships, the two vessels have accommodations for 12 passengers each. The new ships are powered by two geared turbines, and have a service speed of roughly 18 knots, although the *Kingsville* made 20 knots on her first trip to the Canal.

The ships are handled locally by W. Andrews & Co.

BIGGEST PASSENGER

Undoubtedly the largest passenger to transit the Panama Canal in many moons saw the Isthmus from a crate on the deck of the SS *Tielbank* last month.

The passenger was a live hippopotamus which was being shipped from New Orleans to Auckland, New Zealand, as deck cargo. The young hippo kept the crew busy; he had to be given a bath every two hours to keep him cool.

The *Tielbank*, of the Bank Line, is a frequent user of the waterway but seldom has such exotic deck-cargo aboard. Her local agents are Payne & Wardlaw.

BACK AT WORK

The Dredging Division's big dipper dredge, *Cascadas*, is back on the job in Gaillard Cut on her routine operations.

The *Cascadas* has just completed a triennial overhaul, done by Industrial Division forces at Mount Hope.

The dredge can haul quite a bit of rock and debris away with one scoop of its 13½ cubic yard bucket.